

APPENDIX II

EXTREME WEATHER SECTION

1. COLD WEATHER OPERATION.

a. Dilute oil as described in previous section if the temperature warrants. (See section II, paragraph 18.f.)

CAUTION

Oil dilution should not be repeated until the engine has been warmed sufficiently to evaporate the gasoline from the previous dilution. Overdilution of oil may cause the oil tank to overflow or burst.

b. Whenever the airplanes are being continuously operated in temperatures below 50°F (10°C), they should be equipped with engine nose boards. To eliminate repetitious installation and removal of the nose boards, it is recommended that the nose boards be installed whenever the mean temperature is 30°F (-1.1°C) and below, and removed whenever the mean temperature is 50°F (10°C) and above.

c. Asbestos muff covers and oil line covers are

available and should be installed whenever the mean outside air temperature in which the airplanes are operated is below 0°F (-17.8°C).

d. Protective covers for the engines are included in the storage box.

e. **MOORING.** - To moor on ice or frozen ground in extreme cold weather, use a pickax and dig a hole in the ice, then put stakes in crosswise, attach mooring, pour water into hole, and allow to freeze.

f. **PREHEATING THE ENGINES.** - If available when operating under zero conditions, use the type D-1 portable heater or heaters, as weather conditions require, to preheat the engines and cabins prior to take-off.

g. **STARTING ENGINES.** - Always use auxiliary battery for extreme cold weather starting.

2. HOT WEATHER OPERATION.

No special hot weather operating instructions are required.

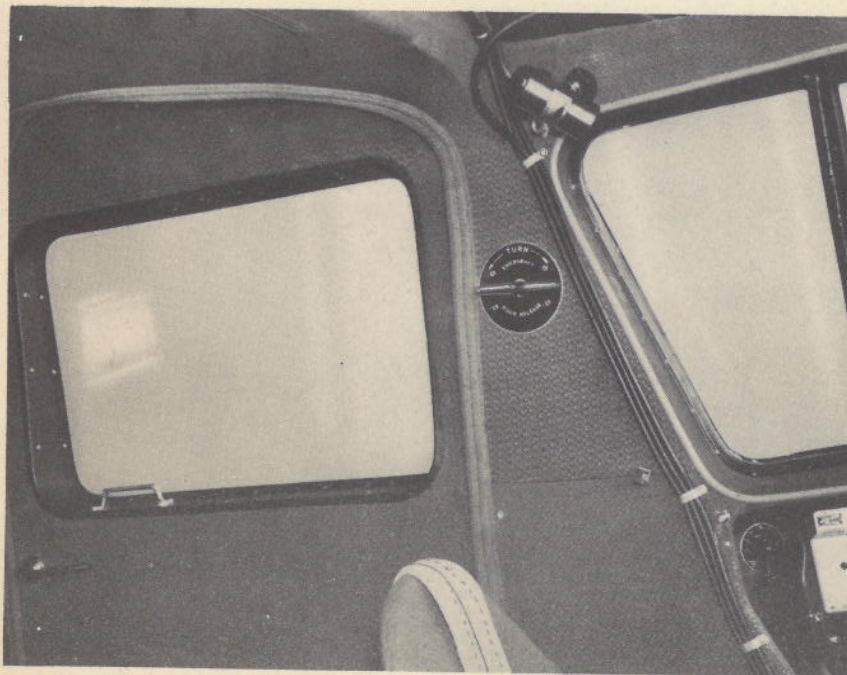


Figure 23
Emergency Exit

